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- 1. RE PARA B REF, DID "BURST" APPEAR TO BE CANNON FIRE OR SINGLE OR MULTIPLE ROCKET LAUNCH?
- 2. FROM WHAT LITTLE INFORMATION WE HAVE, WE CONFUSED AS TO WHY FIGHTER DIDN'T SUCCESSFULLY INTERCEPT U-2. WITH SPEED ADVANTAGE, "GOOD CONTROL" PER PARA 2, AND ALLEGEDLY AN ALTITUDE ADVANTAGE IN TWO INSTANCES, WE DON'T SEE HOW HE COULD MISS.
- 3. WE HAVE TO ASSUME SOME INADVERTENT ERRORS IN PILOT'S
 STATEMENTS. FIRST, POSITION OF MIG-21'S RELATIVE TO U-2 PROBABLY
 NOT WHERE MIG-21 PILOT WANTED TO BE, BUT BECAUSE OF LACK OF CONTROL
 HE STUCK WITH IT. SHALLOW TURNS AND ATTACK HANEUVERS PROBABLY VERY
 GINGERLY MADE. MACH NUMBER SHOULD BE DECREASING WHOLE TIME AT
 ALTITUDE AND ESPECIALLY IN TURNS WITH CONTROL BECOMING LESS EFFECTIVE
 AS MACH NUMBER DECREASES. PLEASE ASK PILOT IF MIG-21 WAS DECELLERATING
 NOTICEAPLY AND FROM BEST GUESS, HOW LONG THEY REMAINED AT CO-ALTITUDE.



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WE STILL FIGURE ONE MINUTE AT 70,000 FEET AS MAXIMUM, AND IF ANY TURNS INVOLVED, HIS ALTITUDE WILL AUTOMATICALLY DROP OFF STARTING WITH THE TURN.

- 4, DID BOTH MIG-S SIGHTED, PARA 1B, APPEAR AT OR ABOVE MISSION ALTITUDE AT THE SAME TIME?
- 5. IF NOT AT THE SAME TIME, WHICH MIG "LAUNCHED" AND FROM WHICH SIDE?
- 6. WHAT WAS APPROXIMATE HEADING OF THESE MIGS? WERE THEY PARALLELING HIS TRACK?
- 7. PLEASE AMPLIFY DESCRIPTION OF LAUNCH AND LAUNCH OBJECTS IF POSSIBLE?
- 8. WAS THE HORIZONTAL STABLIZER ON THE MIG HIGHER THAN THAT SHOWN TO YOU IN PHOTOS AVAILABLE TO YOU; POSSIBLY ATTACHED TO VERTICAL STABLIZER. DID HEIGHT OF VERTICAL STABLIZER APPEAR TO BE GREATER THAN NORMAL MIG-21 PHOTOS?
- 9. WHEN PILOT FIRST NOTED MIG-21 MAKING ATTACK, WHAT WAS RELATIVE POSITION OF MIG AT THE TIME AND WHAT WAS RELATIVE POSITION



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PAGE THREE

WHEN MIG INITIATED TURN INTO THE U-2; THAT IS FROM THE 90° APPROACH? WE WORKING ON A SUBSTITUTE FOR SYSTEM III. THE LATTER HAS NOT BEEN OF ANY VALUE TO US SINCE INSTALLED, SO WE NOW HOME TO MAYE NEW SYSTEM WHEREBY RECEIVER SET ON ALL 23 CHICOM VHF FREQE TO RECOND AIR-TO-GROUND-TO-AIR CONVERSATIONS BETWEEN PILOTS AND GCI. WE WOULD LIKE TO KNOW IF PILOTS CAN READ DIALMOTS WELL ENOUGH TO MAKE USE OF CHICON GCI BROADCASTS REAL TIME. A SMALL PANEL WITH LIGHT AND BUTTON COULD POSSIBLY BE MADE AVAILABLE TO PILOT. WHEN ONE OF KRIWN GCI OR ACFT COMMUNICATIONS CHANNELS IS USED BY THE CHICOMS THE LIGHT WILL BLINK AND PILOT CAN PUSH BUTTON TO LISTEN: IF CONVERSATION NOT PERTINENT, HE CAN PUSH BUTTON AGAIN TO REJECT AND LIGHT WILL BLINK WHEN ON ANOTHER CHANNEL. SINCE USUALLY NOT HORE THAN TEREN OR FOUR VHF CHANNELS BEING USED IF ANY CIVEN AREA AT ONE TIME, IT IS HIGHLY LIKELY HE COULD LISTEN TO CHICOM GCI OR INTERCEPTOR CONVERSATION AND EVEN TAKE EVASIVE ACTION BEFORE SIGHTING INTERCEPTOR. PLHASE QUERY DISCRETELY TO DETERMINE IF HE PHINKS DIALECTS UNDERSTADDANCE BY PILOTS AND IF ANY ADVANTAGE TO THIS SYSTEM. TRANSLATION OF GCI

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